
IN THE MATTER OF an Order Adopting
an Emergency Rule to amend TRANS
276.01(1), 276.02(1), 276.07(title), (intro.)
and (note) and 276.075; and create
TRANS 276.02(2)(am), (cm), (fg), (fm) and
(hm), 276.065 and 276.077, relating to
allowing the operation of certain 2-vehicle
combinations on certain highways without
a permit

**NOTICE OF EMERGENCY
RULE HEARING**

NOTICE

NOTICE IS HEREBY GIVEN that pursuant to s. 348.07, Stats., as amended by 2005 Wis. Act 363, interpreting s. 348.07, Stats., as amended by 2005 Wis. Act 363, the Department of Transportation will hold a public hearing on the **4th** day of **October**, 2006, at the Hill Farms State Transportation Building, **Room 501 (Eau Claire Room)**, 4802 Sheboygan Avenue, Madison, WI, at **9:00 AM**, to consider the amendment of ch. Trans 276, Wisconsin Administrative Code, relating to allowing the operation of certain 2-vehicle combinations on certain highways without a permit.

Parking for persons with disabilities and an accessible entrance are available.

A copy of the emergency rule may be obtained upon request from Ashwani Sharma, Department of Transportation, Bureau of Highway Operations, Room 501, P. O. Box 7986, Madison, WI 53707-7986. You may also contact Mr. Sharma by phone at (608) 266-1273.

IN THE MATTER OF an Order Adopting an Emergency Rule to amend TRANS 276.01(1), 276.02(1), 276.07(title), (intro.) and (note) and 276.075; and create TRANS 276.02(2)(am), (cm), (fg), (fm) and (hm), 276.065 and 276.077, relating to allowing the operation of certain 2-vehicle combinations on certain highways without a permit

**ORDER ADOPTING
EMERGENCY RULE**

Analysis Prepared by the Wisconsin Department of Transportation

Statutes interpreted: s. 348.07, Stats., as amended by 2005 Wis. Act 363

Statutory authority: s. 348.07, Stats., as amended by 2005 Wis. Act 363

Explanation of agency authority: Section 7 of 2005 Wis. Act 363 requires the Department to propose emergency and permanent rules for purposes of implementing that Act.

Related statute or rule: s. 348.07, Stats., and ch. Trans 276, Wis. Admin. Code

Plain language analysis: Section 348.07(1), Stats., historically has limited vehicle lengths on Wisconsin highways to 65 feet. Section 348.07(2), Stats., allowed vehicles meeting the specifications of that subsection to operate without permits despite exceeding the 65-foot limit of subsection (1).

2005 Wis. Act 363 amended s. 348.07, Stats., and essentially made 75 feet the default permitted length on the state trunk highway system. Wisconsin's old default 65-foot overall length limit still applies on all local roads but only applies to state trunk highways that are designated as 65-foot restricted routes by the Department. This emergency rule making establishes a preliminary list of such "65-foot restricted routes."

Prior to Act 363, s. 348.07(4), Stats., permitted the Department to designate "long truck routes" upon which no overall length limits apply. The Department designates the state's long truck routes in s. Trans 276.07. This rule making does not affect those longstanding designations.

The new "default" 75-foot overall length limit applies on state highways that are neither designated as 65-foot restricted routes under this rule making nor long truck routes under s. Trans 276.07.

Definitions have been added to the rule to make it easier to identify the nature of designations made by the Department in Ch. Trans 276.

In drafting this rule the Department noticed several items that it believes may be of special interest to the legislature and which, in the Department's view, deserve special legislative attention. First, Act 363 did not grant any authority for 75-foot vehicles using the new 75-foot routes to leave those routes to reach fuel, food, maintenance, repair, rest, staging, terminal or vehicle assembly facilities or points of loading or unloading. The Department does not believe this oversight was intentional and, on an emergency basis, has designated the intersection of each 75-foot route and any other highway as a long truck route under its authority in s. 348.07(4), Stats. This will permit trucks to exceed the 65-foot default length limit on local roads to access such facilities and make deliveries. The Department encourages the legislature to consider statutorily establishing access rights for vehicles using 75-foot restricted routes.

The second consequence of Act 363 the Department has discovered in drafting this emergency rule is that one statute that formerly restricted double-bottom tractor-trailer combinations to the state's long-truck network was repealed by the deletion of the reference to s. 348.07(2)(gm), Stats., by the Act's amendment of s. 348.07(4), Stats. Under the amended statute, as revised by Act 363, it might appear to a reader that double bottom trucks of unlimited length may operate upon any highway in the state, including local roads and streets, without permits. Section 348.08(1)(e), Stats., however, continues to provide that double-bottom trucks be restricted to highways designated by the department under s. 348.07(4). WisDOT believes this provision continues to limit double-bottom operation to long truck routes designated by the Department under s. 348.07(4), Stats. WisDOT would suggest the deleted reference to (2)(gm) in 348.07(4), Stats., be re-inserted into the statute to avoid confusion.

Finally, the Department notes that s. 348.07, Stats., is becoming difficult to decipher from a legal standpoint because of the many amendments that have been made to it over the years. It may be that recodifying the statute for the purpose of clarification of the length limitations of Wisconsin law would be helpful to truck and long vehicle operators in this state.

Summary of, and preliminary comparison with, existing or proposed federal regulation: Federal regulations are intended to identify a National Network of highways available to vehicles authorized by provisions of the Surface Transportation Act of 1982 as amended, and to prescribe national policies that govern truck and bus size and weight. The objective of those federal regulations, found in Part 658 of 23 CFR Chapter I, is to provide a safe and efficient network of highways that can safely and efficiently accommodate the large vehicles authorized in federal law. The network includes the Interstate system and other qualifying primary highways. The federal regulation seeks to assure there is reasonable access to the National Network for commercial motor vehicles and to preserve the national network in order to accommodate large vehicles.

States are required to allow the following vehicles on the national network subject to the criteria listed:

- (1) A semitrailer operating in a truck tractor-semitrailer combination may not be subject to a length limitation of less than 48 feet. 23 CFR 658.13(b)(1).

- (2) Any semitrailer or trailer operating in a truck tractor-semi-trailer-trailer combination may not be subject to a length limitation of less than 28 feet. 23 CFR 658.13(b)(2).
- (3) Commercial vehicles operating in truck tractor-semi-trailer or truck tractor-semi-trailer-trailer combinations may not be subjected to an overall length limitation. 23 CFR 658.13(b)(3).
- (4) Commercial motor vehicles operating in truck tractor-semi-trailer-trailer combinations ("double-bottoms") may not be prohibited. 23 CFR 658.13(b)(4).
- (5) Some vehicles types that were in use in 1982, and various specialized vehicles must be permitted to operate on the national network. 23 CFR 658.13.

This emergency rule making is consistent with federal regulation in that the objective is to provide a safe and efficient system for accommodating large vehicles that integrates with the national network. The rule making is intended to provide reasonable access while applying size limits to other highways as needed to preserve safety and efficiency in system operations. None of the changes made by 2005 Wis. Act 363 nor this rule making are in conflict with the federal length limitations.

Comparison with Rules in Adjacent States:

Michigan: Allows 53 ft. semi-trailers on designated highways only approved by the state transportation department or a local authority. Maximum length from kingpin to axle is 37.5 ft. to 40.5 ft. There is no restriction on maximum overall tractor-semi-trailer length. Allows 5-mile access provision on state highways for food, fuel, repairs or rest.

Minnesota: Allows 53 ft. semi-trailers on any road with an overall length restriction of 75 ft. No restriction on divided highways. Commissioner may designate other than divided highways, subject to local approval, for the purpose of providing reasonable access between divided highways.

Illinois: Allows 53 ft. semi-trailers on designated highways on Class I, II and III highways. Maximum length from kingpin to axle is 45.5 ft. There is no restriction on maximum overall tractor-semi-trailer length for Class I and II highways, but a 65 ft. restriction on Class III highway, and a 55 ft. restriction on non-state highways. Allows a 5-mile access provision off a state route.

Iowa: Allows 53-ft. semi-trailers on any highway and no maximum overall semi-trailer length restriction.

Summary of factual data and analytical methodologies used and how the related findings support the regulatory approach chosen: The process for identifying routes of importance for commerce has been in place for many years. Most routes of importance have been reviewed for adequacy to accommodate long trucks based on requests from shippers or receivers. As a result, there is a reasonable basis for identifying those routes where 53-foot trailers may not be appropriate and require further consideration through the permanent rule making process. Department traffic engineers and law enforcement personnel familiar with the routes have been involved in these

decisions, along with input from local county highway officials and county elected officials. Given the new approach of expanded access distances and the ability to distinguish between routes where 53-foot trailers may be operated and routes where double or twin trailer trucks may be operated, the regulatory approach of first gaining experience with the benefits of the expanded access distance, and only limited revisions to the routes available for through traffic with 53-foot trailers pending the results of the more inclusive process for permanent rule making, this approach will allow the majority of the benefits to be realized immediately while giving adequate consideration to safety concerns and community input as to designation of through routes.

Analysis and supporting documentation used to determine effect on small businesses: There has been no analysis to determine the effect on small business as the statutory change has provided significant additional opportunities to use longer trailers when accessing businesses that are not located on routes designated for long trucks, both on and off the state highway system, and therefore the impact is assumed to be positive for small businesses. This would not be the case had the Department not included in the emergency rule the provision to allow access by the designation of intersections of each 75-foot route as a designated long truck route. Since the majority of shipping points or destinations will be accessible based on the expanded access provision, these benefits are assumed to be substantially greater than the impacts of any remaining restrictions on routes that may be reconsidered for designation during the permanent rule making. If the 75-foot access provision is not provided in the permanent rule or is not legislatively adopted, the effect on small business will still be positive, but less so than the ability to travel off of 75-foot routes.

Effect on small business: The rule will expand freight access for small businesses by allowing delivery with 53-foot trailers when located within 15 miles of a designated route. In addition, while the emergency rule making includes only minor changes to the portions of the state highway system that may be used as through routes for 53 foot trailers, the permanent rule making to follow these emergency rules will include a review of additional routes that may be appropriate for those longer trailers, and will provide an opportunity for additional public input into those designations. The expanded freight opportunities are expected to benefit small businesses. There is not expectation that enforcement of the rule provisions will change. The Department's Regulatory Review Coordinator may be contacted by e-mail at andrew.ruiz@dot.state.wi.us, or by calling (414) 438-4585.

Fiscal effect of the rule, and anticipated costs incurred by private sector: The fiscal effect of the rule is negligible. The Department is obligated to provide maps as deemed necessary, and those maps and materials require periodic updating. The results of this rule making will be incorporated in a routine update. The Department will take into consideration the potential impacts to infrastructure in determining those routes that are appropriate for specific truck lengths and types. Costs to be incurred by the private sector are voluntary. The rule change will not mandate any equipment changes, but rather will allow expanded use of certain types of existing equipment.

Copies of Emergency Rule: Requests for copies of the emergency rule should be submitted to Ashwani Sharma, Department of Transportation, Bureau of Highway Operations, Room 501, P. O. Box 7986, Madison, WI 53707-7986. You may also contact Mr. Sharma by phone at (608) 266-1273.

To view the emergency rule via e-mail/internet, you may visit the following website:
<http://www.dot.wisconsin.gov/library/research/law/rulenotices.htm>.

TEXT OF EMERGENCY RULE

SECTION 1. Trans 276.01(1) is amended to read:

Trans 276.01(1) SCOPE. This chapter administratively interprets s. 348.07 and 348.08, Stats. In particular, it identifies and designates ~~a list~~ lists of ~~qualifying~~ highways ~~for the operation of vehicles and combinations of vehicles the overall lengths of which cannot be limited~~ upon which those statutes permit the secretary to set vehicle and trailer length limits. In addition, this chapter clarifies other statutory provisions or federal rules affecting the weight, width and length of vehicles and combinations of vehicles and the number of vehicles in combination.

SECTION 2. Trans 276.02(1) is amended to read:

Trans 276.02(1) In this chapter words and phrases have the meanings designated set forth in chs. 340 and 348, Stats., and ch. Trans 250, unless a different meaning is expressly provided in this chapter.

SECTION 3. Trans 276.02(2)(am), (cm), (fg), (fm) and (hm) are created to read:

Trans 276.02(am) “Combination vehicle” or “combination” means a vehicle that is towing or pushing one or more vehicles.

(cm) “Long truck route” means a highway designated by the secretary pursuant to s. 348.07(4), Stats., and under ss. Trans 276.07 to 276.077.

(fg) “75-foot restricted route” means a highway that is part of the state highway system and is neither a long truck route nor a 65-foot restricted route.

NOTE: See s. 348.07(2)(fm), Stats., regarding the definitions in pars. (cm) and (fg). 2005 Wis. Act 363 amended s. 348.07, Stats, and made 75 feet the default permitted length on the state highway system. Wisconsin's old default 65-foot overall length limit still applies on all local roads but only applies to state highways that are designated as 65-foot restricted routes under this chapter. Long truck route limits apply on highways identified in s. Trans 276.07. A 75-foot overall length limit applies on state highways that are neither 65-foot highways nor long truck routes. Significantly, vehicles may not leave 75-foot restricted routes to access food, fuel and to make deliveries in the manner that they may leave designated long truck routes for up to 15 miles.

(fm) "65-foot restricted route" means a highway designated by the secretary pursuant to s. 348.07(4m), Stats., and under s. Trans 276.065, upon which overall vehicle length of vehicles is limited to 65 feet under s. 348.07(1), Stats., and upon which operation of 53 foot semitrailers with kingpin to axle lengths of 43 feet or less that are operated as part of 2-vehicle combinations are not permitted.

(hm) "Straight vehicle" means a vehicle that is not a combination vehicle.

SECTION 4. Trans 276.065 is created to read:

Trans 276.065 Designated 65-foot restricted routes. Section 348.07(4m), Stats., permits the department to designate those parts of the state highway system upon which paragraphs s. 348.07(2)(fs) and (gv), Stats., do not apply. The following highways are designated 65-foot restricted routes pursuant to s. 348.07(4m), Stats.:

Route	From	To
USH 10	IH 43 N. of Manitowoc	Car Ferry Dock in Manitowoc
STH 11	USH 51 in Janesville	IH 90 E. of Janesville
STH 11	USH 14-STH 89, 5 miles W. of Delavan	IH 43 E. of Elkhorn
STH 11	STH 31 in Racine	Junction STH 32 in Racine
USH 12	IH 90 at STH 35 E of Hudson	STH 79 N.W. of Menomonie
USH 12	STH 25 in Menomonie	IH 94-CTH "EE" W. of Eau Claire
USH 12	USH 27 at Black River Falls	IH 90-94 at Lake Delton
STH 13	Jct. IH 90/94, W. of Wisconsin Dells	STH 82 S. of Adams

STH 13	Bayfield	Jct. USH 2/53 E of Superior
STH 15	Jct. USH 41 at Appleton	Jct. STH 45 at New London
STH 16	MN State Line in La Crosse	CTH J N. of Rockland
STH 16	IH 90 E. of Sparta	STH 78 at Portage
STH 17	E. of Phelps	MI State Line
USH 18	STH 89 W. of Jefferson	STH 164 E. of Waukesha
USH 18	IH 94 E. of Waukesha	Michigan St. and N. Lincoln Memorial Dr. in Milwaukee
STH 19	Jct. USH 14/STH 78 E. of Mazomanie	USH 12 S. of Springfield Corners
STH 20	STH 36	STH 31 in Racine
STH 22	STH 54 S. of Manawa	STH 76 W. of Bear Creek
STH 23	IH 90-94 W. of Lake Delton	USH 51 in Endeavor
STH 24	Milwaukee/Waukesha County Line	STH 241 in Milwaukee
STH 26	USH 151 S.E. of Waupun	USH 151 N.E. of Waupun
STH 27	STH 40 in Radisson	USH 2
STH 28	IH 43 in Sheboygan	STH 23/42 in Sheboygan
STH 29	STH 35 in River Falls	IH 94 W. of Elk Mound
STH 29	USH 41 in Green Bay	USH 141 at Bellevue
STH 31	STH 20 in Racine	STH 32
STH 32	IL State Line	IH 43 in River Hills
STH 32	IH 43 E. of Grafton	IH 43 N. of Port Washington
STH 32	STH 28 S. of Sheboygan Falls	STH 23 N. of Sheboygan Falls
STH 32	STH 57 in De Pere	USH 41 N. of De Pere
STH 32	STH 55 in Crandon	Argonne
STH 33	STH 16/USH 61/USH 14 in La Crosse	STH 80 W. of Hillsboro
STH 35	IL State Line	STH 11 N.E. of E. Dubuque
STH 35	IH 94 E. of Hudson	STH 243 in Osceola
STH 35	STH 48 in Frederic	STH 70 N. of Siren
STH 36	STH 120 in Springfield	STH 11 at Burlington
STH 36	USH 45 in Franklin	STH 241 in Milwaukee

STH 37	STH 35 N. of Alma	USH 10 at Mondovi
STH 38	STH 32 in Racine	STH 59 in Milwaukee
STH 39	USH 18 in Edmund	USH 151 in Mineral Point
STH 40	STH 64 N. of Bloomer	STH 27/70 in Radisson
USH 41	IH 94 S.W. of Oak Creek	National Avenue in Milwaukee
USH 41	Garfield Avenue in Milwaukee	107th St. in Milwaukee
STH 42	STH 23/28 in Sheboygan	IH 43 N.W. of Sheboygan
STH 42	STH 32 at Howards Grove	IH 43 at Manitowoc
STH 42	STH 57 S.W. of Sturgeon Bay	Car Ferry Dock in Liberty Grove (Door County)
STH 44	STH 22 in Pardeeville	STH 73 at Manchester
STH 44	USH 41 S.W. of Oshkosh	USH 45 in Oshkosh
USH 45	CTH B in Eden	USH 41 N. of Oshkosh
USH 45	West of Menasha	STH 76 at Greenville
STH 46	USH 8 S. of Balsam Lake	STH 35 in Milltown
STH 47	STH 114 in Menasha	USH 10 in Appleton
STH 47	STH 29 in Shawano	USH 45 N. of Aniwa
STH 48	STH 87 S. of Grantsburg	STH 35 in Frederic
STH 48	STH 35 S. in Luck	STH 63 W. of Cumberland
STH 49	USH 10 at Weyauwega	STH 29 W. of Wittenberg
STH 50	STH 11 in Delavan	USH 12 W. of Lake Geneva
STH 50	45 th Ave in Kenosha	STH 32 in Kenosha
USH 51	IL State Line in Beloit	S. Corp. Limits of Janesville
USH 51	USH 14 at Janesville	IH 90 E. of Stoughton
USH 51	STH 16 S.E. of Portage	IH 39 N. of Portage
STH 52	USH 51/STH 29 in Wausau	USH 45 N. of Aniwa
STH 52	USH 45 in Antigo	STH 32 W. of Wabeno
USH 53	USH 10 in Osseo	IH 94 S.E. of Eau Claire
USH 53	USH 53/STH 93 E. of Galesville	STH 71 at Melrose
STH 54	STH 80 at Dexterville	STH 73 in Port Edwards
STH 54	USH 41 at Green Bay	IH 43 in Green Bay

STH 55	USH 151 N. of Brothertown	USH 41 in Kaukauna
STH 55	STH 54 S. of Seymour	MI State Line
STH 56	STH 35 in Genoa	STH 80 N. of Richland Center
STH 57	STH 59 in Milwaukee	IH 43 /STH 32 in Mequon
STH 57	STH 172 S. of Green Bay	IH 43 in Green Bay
STH 58	USH 14 E. of Richland Center	STH 80 S. of Necedah
STH 59	USH 14 in Union	East Berg Road E. of Milton
STH 59	USH 164 E. of Waukesha	STH 32 in Milwaukee
STH 60	USH 12 E. of Sauk City	STH 113 in Lodi
USH 61	STH 129 S.E. of Lancaster	STH 129 N.E. of Lancaster
STH 64	MN State Line	STH 65 in New Richmond
STH 65	STH 64 at New Richmond	USH 8
STH 67	IL State Line	IH 94 S. of Oconomowoc
STH 67	STH 28 in Mayville	CTH B S. of St. Cloud
STH 69	CTH PB at Paoli	USH 18/151 E. of Verona
STH 70	USH 53-63 in Spooner	STH 40 at Radisson
STH 70	Loretta	STH 13 in Fifield
STH 72	USH 10/63 at CTH C E. of Ellsworth	STH 25
STH 73	STH 64 S. of Gilman	USH 8
STH 74	CTH VV in Sussex	USH 41/45 in Menomonee Falls
STH 75	STH 50	STH 20
STH 76	STH 21/USH 45 Oshkosh	USH 41 N. of Oshkosh
STH 76	USH 45 at Greenville	STH 22/USH 45 at Bear Creek
STH 77	MN State Line	USH 53 in Minong
STH 78	IL State Line	STH 11 in Gratiot
STH 78	Pecatonica River S. of Wiota	Argyle
STH 78	Mt. Horeb	USH 14 E. of Mazomanie
STH 78	USH 12 in Sauk City	IH 39/90/94
STH 79	STH 170 at Boyceville	STH 64 in Connorsville
STH 80	IL State Line	STH 11 S. of Cuba City

STH 81	STH 133 in Cassville	STH 35 N.E. of Beetown
STH 81	STH 23 S. of Darlington	STH 78 in Argyle
STH 82	IA State Line	STH 80 W. of Hillsboro
STH 83	IL State Line	South of STH 50
STH 83	STH 50 E. of Munster	STH 11 in Burlington
STH 83	STH 20 in Waterford	STH 167 S. of Hartford
STH 83	STH 60 in Hartford	STH 175
STH 86	STH 13	USH 51 in Tomahawk
STH 88	CTH E S. of Cream	STH 37 in Mondovi
STH 91	STH 49 (Berlin)	USH 41 (Oshkosh)
STH 92	STH 69 W. of Belleville	STH 78 (Mt. Horeb)
STH 92	STH 69 (Belleville)	USH 14 (Jct. E. of Village of Brooklyn)
STH 95	STH 35	Arcadia
STH 100	STH 32 (Oak Creek)	IH 94 (Oak Creek)
STH 101	USH 8	STH 70
STH 102	STH 13	STH 86
STH 104	STH 11	STH 92
STH 105	Oliver-Duluth, Messabe & Iron Range RR Bridge East Approach	STH 35
STH 106	OLD USH 51	STH 59 (Palmyra)
STH 107	STH 153	CTH A (Little Chicago)
STH 107	STH 64	CTH S (S. of the City of Tomahawk)
STH 108	STH 16	STH 54 (Melrose)
STH 110	USH 10 E. of Fremont	USH 45 (N. of the City of Marion)
STH 111	USH 8	STH 13
STH 112	STH 13	STH 137 (City of Ashland)
STH 113	USH 151 in Madison	STH 33 (Baraboo)
STH 114	USH 41	STH 32/57 (Hilbert)
STH 116	STH 91	USH 45 (N. of Butte des Morts)
STH 118	USH 63 (Bayfield County)	STH 112 (Ashland County)

STH 120	IL State Line	IH 43 (East Troy)
STH 121	STH 88 (Gilmanton)	STH 93
STH 122	STH 77 at Upson	MI Line
STH 123	Devil's Lake State Park	STH 33 AT Baraboo
STH 125	USH 41 in Appleton	STH 47 in Appleton
STH 126	STH 81	USH 151 at Belmont
STH 127	STH 16 E. of Wisconsin Dells	STH 16 at Portage
STH 128	STH 72 at Village of Elmwood	STH 29
STH 128	STH 170 at Glenwood City	STH 64
STH 130	STH 23 in Iowa County	STH 154 in Sauk County
STH 131	STH 60	USH 61 at Soldiers Grove
STH 131	STH 56 at Viola	STH 71 at Wilton
STH 133	STH 35/USH 61 at Tennyson	STH 35 at Bloomington
STH 133	USH 18 at Mt. Hope	USH 61 at Boscobel
STH 134	USH 12/18	Main Street in London
STH 136	STH 23/33, Sauk County	USH 12, Sauk County
STH 137	USH 2, Bayfield County	STH 13, City of Ashland
STH 138	STH 59 at Cooksville	USH 51 W. of Stoughton
STH 140	IL State Line	USH 14
STH 142	STH 11 at Burlington	IH 94
STH 144	STH 175 at Slinger	STH 33
STH 145	USH 41/45	USH 41 in Washington County
STH 146	STH 16	STH 33
STH 147	STH 42 at Two Rivers	IH 43
USH 151	Park Street in Madison	IH 90/94
USH 151	USH 41 in Fond du Lac	STH 23 in Fond du Lac
STH 152	STH 21 at Wautoma	CTH G & W at Mt. Morris
STH 153	STH 13 N. of Spencer	USH 45 S. of Wittenberg
STH 154	STH 58 S. of Loyd	STH 136 at Rock Springs
STH 155	STH 70 at St. Germain	CTH N at Sayner

STH 156	STH 22 at Clintonville	STH 29
STH 157	STH 35 at Onalaska	STH 16 at La Crosse
STH 158	STH 31 in Kenosha	52 ND Street & 6 TH Avenue in Kenosha
STH 159	USH 12 S. of Baraboo	STH 123
STH 160	STH 29 E. of Angelica	STH 32 at Pulaski
STH 161	USH 10 at Amherst Jct.	STH 22/STH 110
STH 162	STH 35 at Stoddard	STH 71 at Four Corners
STH 164	STH 190 E. of Pewaukee	CTH VV in Sussex
STH 164	CTH Q W. of Colgate	STH 60
STH 165	STH 31 in Kenosha	STH 32 in Kenosha
STH 167	STH 83	STH 32/IH 43
STH 169	STH 13 in Mellon	USH 2 N. of Gurney
STH 170	STH 79 in Boyceville	STH 40 in Colfax
STH 171	STH 35 at Stoddard	USH 14 N. of Boaz
STH 172	STH 54 in Brown County	USH 41
STH 175	USH 41/45/STH 100 in Milwaukee	CTH P S. of Theresa
STH 175	STH 67 in Lomira	USH 45 in Winnebago County
STH 178	STH 124 in Chippewa Falls	CTH S in Chippewa Falls
STH 178	Jim Falls	STH 64 in Cornell
STH 179	At Eastman	STH 131 at Steuben
STH 180	At Marinette	USH 141 in Wausaukee
STH 181	STH 59 in West Allis	STH 60, Ozaukee County
STH 187	STH 54 at Shiocton	STH 156 in Shawano County
STH 188	STH 12 in Dane County	STH 113 at Merrimac Ferry
STH 190	STH 100 in Wauwatosa	STH 32 in Shorewood
STH 191	STH 23 in Dodgeville	STH 39 in Hollandale
STH 193	STH 60 N. of Muscoda	STH 80 in Richland County
STH 213	STH 81 in Beloit	STH 11 in Orfordville
STH 241	USH 41/IH 94	STH 24 in Milwaukee
STH 243	MN State Line, Polk County	STH 35 in Osceola

STH 253	USH 53 N. of Sarona	USH 63 S. of Spooner
STH 312	IH 94 in Eau Claire	USH 53 and Bypass USH 53
STH 341	STH 59 at Miller Park	IH 94 and USH 41 in Milwaukee
STH 441	STH 47 in Menasha	USH 41 N. of Appleton
STH 794	IH 794/Carferry Drive	College Avenue in Cudahy
B 13	USH 10	STH 13 in Marshfield
B 41	USH 41	STH 32 DePere
B 51	IH 39/USH 51/STH 54	IH 39/USH 51 in Stevens Point
B51	IH 39/USH 51 in Rothschild	USH 51 in Wausau
X 42	STH 42 S. of Gills Rock	Ferry Dock, Town of Liberty Grove
X 51	USH 51 in Beloit	STH 213 in Beloit

NOTE: Section 348.07(2)(fs), Stats., permits tractor-semitrailer combinations of up to 75 feet in overall length to be operated on any part of the state trunk highway system, except where prohibited by the Department under s. 348.07(4m), Stats. Similarly, s. 348.07(2)(gv), Stats., permits the operation of 53-foot semitrailers whose lengths from kingpin to axle does not exceed 43 feet and which are operated as part of 2-vehicle combinations on any part of the state trunk highway system, except where prohibited by the Department under s. 348.07(4m), Stats. This section specifies those sections of the state trunk highway system where 75-foot tractor-semitrailer combinations and such 53-foot semitrailers are prohibited.

SECTION 5. Trans 276.07(title), (intro.) and (note) are amended to read:

Trans 276.07 (title) Designated ~~highways~~ long truck routes. (intro.) The following highways are designated long truck routes for purposes of the operation of the specified vehicles and combinations with lengths as stated in described in ss. 348.07(2)(f), (fm) and (gr) and s. 348.08(1)(e), Stats., pursuant to s. 348.07(4), Stats.:

(note) ~~The county~~ County trunk highways and other local roads or streets designated as long truck routes by s. Trans 276.07(27) to (45) may be subject to weight restrictions imposed by local authorities and not known to the department. Seasonal weight restrictions may be imposed by local authorities under s. 349.16, Stats., but must be posted. Under s. 349.15, Stats., county trunk highways may be designated as Class "B" highways by the county highway committee. Similarly, other local authorities may

designate highways they maintain as Class "B". Wheel, axle, axle group and gross weights are limited on Class "B" highways as provided by s. 348.16, Stats. Neither posting of Class "B" designations nor notification to the department is required. Therefore, the department recommends that motor carriers avoid overweight violations by verifying the applicable weight limits on these highways with the local authorities, before use. Double bottom combination vehicles may be operated only on the highways set forth in this section. See s. 348.08(1)(e), Stats.

SECTION 6. Trans 276.075(intro.) is amended to read:

Trans 276.075 Designated access routes. The following highway is designated for the purpose of the operation of the specified vehicles and combinations with lengths as provided in s. 348.07 (4), Stats., to gain access to locations within the 5 15 mile limit as provided in s. 348.07 (4), Stats.:

SECTION 7. Trans 276.077 is created to read:

Trans 276.077 Designated access routes for 75-foot vehicles. Pursuant to s. 348.07(4), Stats., the intersection of any 75-foot restricted route and any other highway is designated as a highway upon which operation of vehicles with a maximum length of 75 feet are permitted to operate. The purpose of this provision is to permit such tractor–semitrailer combinations access to locations within 15 miles of 75-foot restricted routes to reach fuel, food, maintenance, repair, rest, staging, terminal or vehicle assembly facilities or points of loading or unloading, as permitted by s. 348.07 (4), Stats.

(END OF RULE TEXT)

EXEMPTION FROM FINDING OF EMERGENCY

The Legislature, by Section 7 of 2005 Wis. Act 363, provides an exemption from a finding of emergency for the adoption of the rule.

Effective Date. This rule shall take effect upon publication in the official state newspaper as provided in s. 227.24(1)(c), Stats.

Signed at Madison, Wisconsin, this ____ day of
August, 2006.

FRANK J. BUSALACCHI
Secretary
Wisconsin Department of Transportation